

Don't Fail To Buy One Or More of These Lots

COLONIAL HEIGHTS

5 vacant lots fronting on good, wide street with alley in rear. All lots have a frontage of 40 feet and extend back to alley from 120 to 140 feet.

PRICES \$650, \$675, & \$700

HORNOR AVENUE

Eight rooms, bath, pantry, basement and attic. Nice corner lot 120 feet, with alley in rear. House finished in hardwood throughout, with cabinet and base mantles, five minutes walk to Empire Bank.

No nicer home in the city.

PRICE \$7,000

STEALTY AVENUE

5 rooms, bath and basement, good location, close to school and church.

PRICE \$2,600

\$300 cash, balance easy terms.

MILFORD STREET

A one eight room house on large lot. Close to car stop and plenty room for garage; twelve minutes walk to Goff building.

Fine neighborhood. A good home and at the right price.

PRICE \$7,000

On terms.

EUCLID AVENUE

STEALTY HEIGHTS
Vacant lot 40x120 feet

PRICE \$1050

Vacant lot No. 50, fronting on two streets

PRICE \$800

EAST MAIN STREET

Four vacant lots 34x106 feet each.

PRICE \$1350 EACH

\$350 cash, balance, 1, 2, 3 and 4 yrs.

EAST MAIN STREET
Six room house with both; on lot 34x108 feet.

PRICE \$2,750

\$350 cash; balance in 4 equal payments.

Howard Post

REAL ESTATE BROKER AND
GENERAL INSURANCE AGENT,
Rooms 505-506, Goff Bldg.

1913 RECORD **Magnificent Crops in all Western Canada**

All parts of the Provinces of Manitoba, Saskatchewan and Alberta, have produced wonderful yields of Wheat, Oats, Barley and Flax. Wheat graded from Contract to No. 1 Hard, weighed heavy and yielded from 20 to 45 bushels per acre; 22 bushels was about the average. Mixed Farming may be considered fully as profitable an industry as grain raising. The excellent grasses full of nutrition, are the only food required either for beef or dairy purposes. In 1912, at Chicago, Western Canada carried off the Championship for beef steer. Good schools, markets, convenient climate, excellent. For the homesteader, the man who wishes to farm extensively, or the investor, Canada offers the biggest opportunity of any place on the continent.

Apply for descriptive literature and reduced railway rates to
Superintendent of Immigration,
Ottawa, Canada, or to
Canadian Government Agent,
J. E. Crawford,
301 E. Genesee Street,
Syracuse, N. Y.

GOVERNMENT OF CANADA
WESTERN CANADA

Best Diarrhoea Remedy.
If you have ever used Chamberlain's Colic, Cholera and Diarrhoea Remedy you know that it is a success. Sam F. Guin, Whatley, Ala., writes, "I had measles and got caught up in the rain, and it settled in my stomach and bowels. I had an awful time, and had it not been for Chamberlain's Colic, Cholera and Diarrhoea Remedy I could not possibly have lived but a few hours longer, but thanks to this remedy, I am now well and strong." For sale by all dealers.—Advertisement.

You should try Gandy's HOME MADE Frankfort, Polish, Pure Pork, Knockwurst and Bologna Sausage. Also Mince, New England and Berlin Ham. All Made from the best meats in a Sanitary Way.
Opposite Goff Building.

**Send Us Your
Work**

Our Auto Will Call

HEINZE & CO.

CLEANERS & DYERS
Bell Phone 857. Home Phone 469

LETTERS

Unclaimed at the Local Post-office Are Advertised by Postmaster.

A list of unclaimed letters advertised at the Clarksburg postoffice May 25, is as follows:

J. J. Austin.
S. H. Blair, Mrs. Harry Brown, J. C. Butcher, Miss Nan Burns, J. U. Basland, Miss F. Maude Bogges, Bennie Barnes, Roy Bollinger, Mrs. Virginia Banks, W. M. Brooks, Salvatore Brunette, Miss Veva Burke, Miss May Butcher, Dominick Borge.

Miss Mildred Carter, Minnie Cottrell, Joseph Checcard, Prof. J. A. Carroll, William C. Cale, Mrs. Wm. Constable, Mrs. John M. Carlin, Gray Chenoweth, Mrs. Emma Callin, Cora Cordray, Carl Cumons, Andy L. Crawford.

Mrs. H. E. Downe, Helena Dubiel, Mrs. Delcie Drummonds, Arsen Danyrk, Francis Dulin.
Grover Eaton, Mrs. F. G. Eaton, Rocco Francesco, 455 Frame avenue, Scott Freeland, Mrs. Roy Ford, Miss Gladys M. Fogg, George Frazer, Edmond Francis, Geo. V. Graham, Mrs. C. D. Goff, Miss Nettie Gordon, Saverio Golisese, Geo. Gray, Miss Alice Green, Mrs. L. H. Gosnell, Miss Thelma Gould.

Miss Ada Hymen, Elmer Hatherly, Mrs. Wilt Holland, Mrs. Mary Sue Harrison, Mrs. Ella Hyden, Mrs. Emma Harman, Mrs. Charles Hornor, C. L. Huff, Courtney Hall, Mrs. C. W. Henson, Miss Rosa Haley, N. L. Hitchcock, J. J. Harrison, Miss Guthrie Hambric, Miss Alda Holliday, Mrs. M. E. Iman.

Mrs. James, C. M. Jones, H. C. Jenkins, Miss Oda Jenkin, Mrs. Ethel Kittle.

R. B. Lemmons, J. Lockwood, Mrs. Karl Lang, Mrs. Maicy Lewis, Miss Opal Leannon, William Lee.

Paul Miller, Mintello Michelin, Mrs. Dora McIntyre, Mrs. Walter Marger, Mrs. Pearl McClelland, Robert McGowan, Miss Loretta McGary, Mrs. Tom Moss, Mrs. Samantha Mills, Mrs. Alice M. Moore, C. O. Martin, 2 Miss Eda Murphy, Mason Matheas, John Molloy, Mrs. Minnie Meeks.

Ed. Normill, Howard Nicholson, Mrs. Joseph Pymal, Mrs. G. J. Pettingill, Urban Penolo, Ernest L. Bond, Mrs. Jacob Pinkus, Miss Omaha Priest.

Mrs. Daisy Roe, W. B. Ross, Room 4 Irwin Bldg., Miss Edna Rogers, Homer Reed, Mrs. Olive Ross, Nelson Robinson, Miss Leyla Robinson.

Miss E. L. Sandy, Miss Opal Shaffer, Stef Soos, W. J. Sees, Mike Saras, J. K. and M. E. R. Supt., G. R. Smith, Lucy Scott, Mrs. Florence Schiefer, Mrs. Grace Stewart, Miss Duella Strother.

T. E. Trunick, The Leader, Mrs. B. J. Taylor, Miss Hattie Trippett, Farmer Thompson.

E. J. Weigand, Andrej Wujcik, Watson Bros. and Co., Mary Wells, Margaret S. Willis, Miss Susan Waddy, Miss Velma Wilson, Mrs. Roy Williams, R. F. Wolvorton, Robert Wilson, O. B. Wagner, Mrs. Carrie Williams, Lee Waldret 2.

Mrs. Elmer Yates.

ATONEMENT

For the Act of Himself and Wife is Now Desired to Be Made by Remorseful Man.

(BY ASSOCIATED PRESS)
CONNELLSVILLE, May 28.—Declaring that he had been driven insane by remorse Frank Mozier told Burgess Warren that he and his wife had framed up the charges which resulted in his father-in-law being sent to jail for eighteen months. The father-in-law was sentenced nearly a year ago on a charge of having attacked Mrs. Mozier, his daughter. Mozier says he wants to atone for his act and is being held for further investigation.

POSTOFFICE CHANGES

Desired Are Worked on by Congressman Moss, Representative from This State.

(SPECIAL TO THE TELEGRAM)
WASHINGTON, D. C., May 28.—Congressman Moss has been trying to have the postmaster at Goose Creek relieved of his office. Some time ago C. E. Archer, postmaster there, resigned and moved away, leaving B. Z. Hee, his deputy in charge. Bee also desires to be relieved and Judge Moss took the matter up with the postoffice department. He was informed that Charles M. Beall has been appointed postmaster at Goose Creek to take effect as soon as his bond is given and approved.

A POWDERED MEDICINAL SPRING.

Through a recent scientific discovery it has been made possible to incorporate all of the advantages of the famous medicinal springs of Europe into a powder. This new preparation is called LAX-URIC. It is excellent for the treatment of uric acid and gouty conditions, rheumatism, kidney diseases, jaundice, constipation, biliousness, headache, heartburn, etc., acting on the stomach, liver, bowels and kidneys all at the same time. It is taken like salts and is the best saline laxative for all ages and conditions. The price is 25c a bottle, but for a limited time, 10c trial sample bottles may be had at Wells and Haymaker Co., Angle Inn Pharmacy, Stone and Mercer or Farrell Drug Store.—Advertisement.

CHICHESTER'S PILLS

THE DIAMOND BRAND
Ladies! Ask your Druggist for Chichester's Diamond Brand Pills in Red and Gold wrapper. Take no other. Box of your Diamond Brand Pills for 5c. Known as Best, Safest, Always Reliable SOLD BY DRUGGISTS EVERYWHERE

Orchestra Dance Friday Night.

ANNUAL MEETING

Of West Virginia Business Men's Association Will Be Held in This City.

The annual meeting of the West Virginia Business Men's Association will be held in this city June 8 and 9. The meeting will be one of the most important of any ever held by the state association.

C. S. Pifer, secretary of the Parkersburg Business Men's Association, together with Messrs. O. W. Henderson, J. R. Anderson, Albert Rockenstein, R. F. Murphy and Joseph Stern, will represent the Parkersburg organization of the state meeting.

Some matters of importance, with regard to the preparation of a state rating in connection with the national rating of the national association will be taken up.

Matters of legislation, relating to weights and measures will also be taken up and the legislative committee will be notified of certain legislation which the state organization would favor. There is much interest being manifested over the entire state by members of the organization, and it is understood that a campaign for a wider membership in West Virginia will be taken up during the two days' session.

POSTAL MATTERS

For West Virginia as Just Passed on in the City of Washington, D. C.

(SPECIAL TO THE TELEGRAM)
WASHINGTON, D. C., May 28.—Two West Virginia postoffices have been ordered discontinued May 31, to be superseded by rural delivery. They are Emma, Putnam county, mail for whose patrons will after May 31 be sent to Liberty; and Guthrie, Kanawha county, which will be supplied by rural delivery from Charleston.

Fourth class postmasters have been appointed in West Virginia as follows: Margaret J. Lanham at Lanham, Putnam county to succeed John T. Lanham; John L. Whitcomb at Mayberry, McDowell county, to succeed C. W. White; and W. S. Enoch at Womanta, Lincoln county, to succeed Joseph Taylor.

OPENING

Game of Brotherhood Baseball Season to Be Played Saturday Morning.

Arrangements have about been completed for the opening game of the Brotherhood baseball season, which will be played Saturday morning at Union park. The contest will be between the Red and Blue teams and the game will be called at 9:30 o'clock. In order to defray expenses an admission fee of only ten cents will be charged. Tickets may be obtained at G. H. Gordon's office on Third street and those who lay claim to the possession of sporting blood may obtain six of them for 50 cents.

The batteries for the game will probably be Segrst and Stutler for the Reds and Lowe and Kennedy for the Blues.

This game will open a schedule that has been planned to run through the summer. Hereafter two twilight games will be played each week.

SUSPENDED

Are Penalties against Five Persons under Condition of Future Good Behavior.

Blanch Cottrell, Minnie and Frances McDonald, Jennie Gill and William McDonald, who were recently arrested by policemen as being persons not of good fame, have been taken out of jail and tried in Justice W. E. Starcher's court.

All were found guilty but penalties were suspended upon payment of the costs with the distinct understanding that should any of them be brought before the court again on a like charge a sentence of one year in jail would be imposed in default of security for good behavior. The court gave all the defendants a sound lecture and assured them he would make good his promise in the event they appeared again.

LABOR TO EXIST

As An Organization But Not to Be Held as a Combination or Conspiracy.

WASHINGTON, D. C., May 28.—Representative Carlin has made a statement at the White House about the compromise agreed upon by labor leaders and administration leaders on the trust bills. "The labor provision of the anti-trust bill as agreed upon gives labor the right to exist as an organization and in the language of the Baltimore platform declares that they shall not be held to be a combination of conspiracy in restraint of trade," said he.

TO OBSERVE THREE HOLIDAYS.

The state Good Roads days, Thursday and Friday, will be observed by local justices of the peace as holidays. Saturday, which is Memorial Day, will also be observed by them as a holiday. The usual civil business will not be given attention during those three days and criminal cases will not be tried unless absolutely necessary.

INCREASES MADE.

At Wallace, this county, the Morrison and Henry Oil Company has cleaned out and shot its well on the Methodist parsonage lot and increased its production from eight to eleven barrels. Grove and Parrish shot No. 1 on the Omer E. Hall farm and No. 1 on the E. L. Harkett farm and increased their production from 20 to 30 and 25 to 30 barrels, respectively.

—But Closer Scrutiny Will Disclose Lozier Superiority

ALL CARS ARE GOOD—when new.

ALL CARS LOOK WELL—when new.

ALL CARS ARE SILENT—when new.

AND ALL CARS ARE POWERFUL—when new.

IN A "DEMONSTRATION"—much abused word, more abused sales expedient—any automobile you can name will give a creditable performance. Will climb any hill or show any burst of speed you can specify.

BUT THAT PROVES NOTHING—as you know.

YOU KNOW, IF YOU HAVE OWNED CARS—and if you haven't this ad is not for you, for the Lozier is the connoisseurs' car—you know that the performance of a car that has just been "tuned to concert pitch" and driven by one who is an artist at making demonstrations, proves—absolutely nothing.

IT GOES WITHOUT SAYING that if the car was incapable of doing the regulation "stunts" it never would have left the factory. The second one of that series never would have been built.

YOU CAN CALL TO MIND cars you have known to perform the most remarkable feats when new, but which, in six months, a year, or at the longest, two years, have become veritable rattle-traps. And the power—it also has vanished. Hills it would take on "high" it will now struggle up only on second.

NOR ARE THE NOISES CONFINED to the motor. They seem to come from everywhere. Gears growl; frame whines, springs creak, and the body squeals as it weaves; while the doors either will not open or will not stay shut.

THE MOTOR—you wonder how one motor can make so many different kind of sounds at the same time. Valve-slaps—those silent valves—when new. Pistons pound; bearings rattle—and the other noises can be distinguished but not described.

WHY IS THIS? YOU ASK. Perhaps the following may explain. It may or may not be news to you—depending on whether you have ever indulged in the expensive luxury of a speed launch.

A ONE HOUR GUARANTEE is the maximum that makers of high-speed launch motors will give. Think of that! That the motor is capable of running under sustained maximum load for one hour and no more.

YET ANY ENGINEER KNOWS that is a tremendous guarantee. Sustained maximum load for one full hour—why, 80 per cent of all the gas engines built would "burn up" or fly to pieces under the terrific strain.

WE'LL REPEAT THAT—full speed—maximum load—one hour!

AND ANOTHER FIFTEEN PER CENT might stand the hour's test—but would never be good for much afterward.

AN HOUR—THEN A REST—then another hour if you like—that is what the speed launch motor is guaranteed to do. But it must have that rest between times.

NOW LET'S APPLY THAT to an automobile motor—in actual use. The average car in hands of the average driver—and especially the expert demonstrator—is never driven to its limit for long at one time. A spurt, a stunt—then a good long rest—inspection and the necessary adjustments. And most any motor will stand up under that.

OR, IF THE OWNER DRIVES carefully always—never forgets—a motor of mediocre quality will stand up for quite some time.

BUT IF, ONE DAY, he and the car happen to be feeling good and a friend tries to pass him on a clear straight road, he is liable, being human, to step on the accelerator and cut her loose for a few miles.

THEN—GONE IS THE SILENT CAR; gone the sweetness that tempted him to buy. Gone the power of which he was so proud. Gone—and gone for good.

PERHAPS HE DOESN'T NOTICE IT just at the time. He noticed she was a trifle hot when he slowed down—but didn't think that serious. But a few days later his car catches a lot of sounds that were not there before. And they seem to be everywhere. Not in the motor alone—the goodness knows that seems to need "first aid."

SO THE VALVES ARE GROUND, lifters adjusted and everything else done that can be done. But the doctor cannot replace decayed tissue—nor wholly cure a sprain. Never again will that motor be the same. Alas you know it—for you have had that experience.

YOU SEE IT WASN'T CAPABLE of withstanding the sustained load for so long. Momentarily, yes. But over a long period, no.

BUT THERE ARE CARS THAT WILL—they constitute that other 5 per cent, or thereabouts.

LOZIER IS ONE OF THEM. If we were asked to explain the essential difference between Lozier and other cars, we would say that it is in that ability to withstand the severest service for the greatest length of time.

AND IF ASKED TO PROVE IT we would point to the records made by Lozier in such terrific tests as the Vanderbilt—which Lozier won; the Santa Monica, which Lozier won; the Elgin Road Race, which Lozier won; and the memorable 24-Hour Grind at Brighton Beach, when Loziers finished One, Two—a Four and a Six.

YOU WILL RECALL DOUBTLESS, that, just to show how a Lozier would cool under such severe conditions, the driver of the Six removed his fan a few hours after starting.

IN THOSE EVENTS—those contests—the kind of quality we like to call Lozier was proven most conclusively—for they were called upon to withstand maximum speed—maximum sustained load—for three to twenty-four hours!

WE COULD GO BACK OF THAT and show records of Lozier motors in marine events. For, fifteen years before Lozier began to make automobiles, Lozier motors were the Standard of Perfection in marine engines.

(BY THE WAY; HAD YOU ever compared the standard of horsepower formerly applied to marine motors with that which, by common consent, is used—in ads—as the "rating" of automobile engines? Here's the difference: The rating of marine motors was actual—determined by pulling against water—which will not compress and so must be displaced. That calls for sustained effort. No rest, no let-up. No releasing or slipping the clutch. Maximum load all the time.)

LOZIER STILL ADHERES to that standard. Lozier motors and Lozier cars are made to stand up under sustained maximum stress for longer than others, and to make sure they will, every Lozier motor is tested under hydraulic load. That is why Loziers STAY good.

STAY GOOD! LET'S ANALYZE THAT. It is, as we have said, the essential difference between Loziers and—cars of lesser quality.

AFTER LONG YEARS OF SERVICE any Lozier car ever made—we do not have to specify any particular model—any Lozier, is as silent, as smooth, as sweet as on the day it made the "demonstration" that sold it.

LOZIER'S STAY GOOD. No matter if the owner or the driver pushes his car to full speed. No matter how often or how long—still that motor retains its silence and its power.

ARE YOU A HARD DRIVER? Are you one of those who, when you pay for a car, assume that the maker knew his business and gave you a product that does not call for nursing? Then you can force your Lozier to full speed as long as your own nerves will stand the strain. And when you have had enough the Lozier will say, "Come on!—Now let's do some real work!"

AND THE NEXT DAY when you go out with the family for a quiet, restful drive, you'll find that wonderful car in the same mood—none of the creaks and squeaks and noises you'd find in a car—of lesser quality.

"BUT," YOU MAY SAY, "I am not a speed maniac." All right. Nevertheless you do want to get there and back—regardless of weather or road conditions. Don't you?

VERY WELL, THEN. YOU KNOW that, on the way, you may encounter a bad stretch of road. One that, because of its roughness or the depth of mud, makes it impossible to negotiate on "direct." And so you must call on the motor for the same service, essentially, as speed. Maximum load—a grind on intermediate or low, for miles—for hours perhaps.

IF YOUR CAR WERE one of lesser quality than a Lozier, you would find, next day, that all the silence and sweetness, and most of the power, had passed into the hopeless beyond. Maximum stress, sustained for a long period. That's the answer.

WE SAY "LOZIER'S STAY GOOD!" That's not a mere catch phrase. It's a fundamental fact. It's the most that can be said of any car. It is the quality that, more than any other, you desire in your car.

AFTER SIX MONTHS. After a year, and at the most, after two years of service, the average car is an old car.

AFTER FIVE YEARS—ten years even (and that is long as Lozier has been making motor cars), a Lozier is still—a Lozier.

WHICH IS TO SAY, a car of superlative quality. A car ready for any test you may choose to put it to. And a car of which you may be proud.

ONE LOZIER OWNER SAID, speaking at an automobile banquet recently: "It is worth five hundred dollars to me just to say I own a Lozier. I don't have to stutter when I mention the name of the car I am driving. And to my wife and daughter—it's worth a thousand to say 'ours is a Lozier.'"

WE'D LIKE TO TELL YOU how we make Loziers—how we incorporate in the motor and the car those features that make Loziers STAY good.

BUT IT WOULD TAKE A BOOK—and it would be a large one. For we'd have to tell you not only of the major features—the larger parts—but we'd have to go into the design, the making and the inspection of the minutest details of Loziers.

FOR NO PART IS SLIGHTED—no part can be slighted and make a car of the quality, the capacity, the certainty that you, an experienced motorist, demand in the car you buy. A car that will stay good. In a word—a Lozier.

BUT WE CAN SAY TO YOU: Look at the Lozier records in tests that called for sustained effort. And better still, talk to men who own Loziers and who have put them to the supreme tests, not for a brief space; not for a season; but for many years—and they will repeat our pet phrase—Loziers stay good.

NOW A WORD ABOUT PRICE—always a consideration no matter what the wealth of the buyer.

WE WOULDN'T MENTION IT because our policy is to sell Loziers on a quality basis first and mention price as the last consideration, but—

WE FIND THAT MANY PERSONS who have said "Some day I'll own a Lozier, too," still think a Lozier unattainable at less than \$5,000 or \$6,000. That is all wrong. The world has kept going. Progress has been made in manufacturing and in economical distribution of automobiles, as in other commodities. And Lozier, as the name implies, has kept, not only abreast, but a little ahead of the times.

SO IT IS NOW POSSIBLE to gratify your heart's desire—to own a Lozier—at \$2,100.

THAT IS THE WONDERFUL "FOUR." A Lozier in every line and in every part. A Lozier in looks and in performance. And, above all, a Lozier that will stay good.

OR, IF YOU PREFER A SIX and feel you can afford the difference in up-keep cost, then you can have a Lozier Six for \$3,250.

BUT, IF YOU HAVE CONFIDENCE in the Lozier Company; if you value our advice, we would commend you, from the fullness of an experience than which there is none broader or more diversified, don't buy a cheap six. Buy a real six—or a real four.

AND IF YOU CAN CONCEDE that a manufacturer may be honest and fair in his advice, even in a competitive matter, we will say this: If you buy a Lozier—"Four" or "Six"—you will own a car that, in quality and price, cannot be surpassed, if it can be equalled, in the world.

AND WE'LL DO MORE—we'll back that statement with the Lozier guarantee.

LOZIER
"The Choice of Men Who Know"

Light Four \$2100
Light Six \$3250

Monticello Auto and Garage Co. Corner Main and Monticello Ave.
Both Phones. Clarksburg, W. Va.

LOZIER MOTOR COMPANY, DETROIT

Written by E. LaRoy Pelletier
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